**General rules**:  
  
All drivers must be of at least 16 years of age and have a valid driver’s license.  
  
All trucks must be capable of being street legal- all street equipment must be installed unless otherwise specified per class rules. Driver’s seat belt and at least one functional brake light mandatory.   
  
DOT tires only.  
  
All vehicles must pass tech inspection.  
  
All vehicles will be weighed at tech inspection. No weight can be added to vehicle after inspection unless tech official is notified and vehicle is weighed again prior to pull.  
  
All vehicles must have 4 functional hydraulic brakes.  
  
Traction bars and spring clamps allowed in all classes. Bars may not be welded to frame or axle- must pivot at both ends. Brackets can be welded or bolted to frame/ axle.  
  
Protest: any competitor may protest another competitor within their class. Protest fee is $25. Fee will be refunded to protestor if competitor’s vehicle is found to be illegal per class rules. If vehicle passes tech per class rules the fee money will be added to pot for that class. All decisions final per tech official.  
  
All drivers are responsible for removing parts necessary for tech official’s inspection- (air inlet to turbo)  
  
Vehicles that do not pass tech inspection may run in a class as exhibition only at discretion of tech official. Vehicle will run first in class and not be eligible for prize money.  
  
All vehicles must have a hitch or clevis with minimum 3 x 3-3/4’’ opening for hook point. Will not hook to bumper or chain unless approved by sled operator.

All vehicles may only be entered 1 time per class.

All vehicles must pass tech inspection for class(s) entered. Tech card good for entire season unless stepping down a class. Top 3 trucks will be checked at each event and must pass tech after pull without any adjustments or modifications. If vehicle can not pass tech inspection after making pull the driver will be disqualified and no distance will be given.

\*STARTING IN 2019 U JOINT GUARDS AND DRIVE SHAFT SAFETY HOOPS WILL BE MANDITORY ON ALL TRUCKS! WE ENCOURAGE THEM IN ALL CLASSES IF PULLING MORE THAN ONE TIME IN 2018.  
  
  
**STREET STOCK DIESEL- 8500 LBS**:  
  
Limited to light duty diesel engines factory installed in one ton or smaller trucks only.  
  
Must have complete interior, dash and all seats. Complete OEM floor board and bed floor mandatory.

Engine, transmission, transfer case and axles must have been commercially available in a one ton or smaller truck.  
  
Limited to stock appearing single turbo charger only unless factory installed (6.4 Power Stroke). Turbo must be mounted in stock location. Max allowed size of compressor wheel will be 63.5mm. Inducer bore must be a true bore- no plugs or reducers. Compressor wheel must protrude into inducer bore. Must measure the same size before and after MAP groove- no clipped wheels allowed. Tech inspector has final discretion on turbo ruling.   
  
No hood stacks allowed. Exhaust must exit past driver’s compartment.  
  
#2 DIESEL FUEL ONLY. No propane, water methanol or nitrous oxide allowed. No fuel cells.  
  
Stock appearing fuel system- No dual injection pump or HPOP allowed. No AG governors allowed on P7100. Aftermarket electric lift pumps allowed (FASS, AIR DOG etc.).  
  
37-inch max tire height- DOT tires only.  
  
26” max hitch height. Factory receiver style hitch only- no draw bar hitches allowed. Hitch may be bolted or welded to frame for mounting but no additional bracing or extensions will be allowed. Hitch may be mounted below or between frame rails.  No bracing to axle allowed. Hook point must be no closer than 44” of center line of rear axle. Hook point must be located rearward of tailgate location.  
  
Rear suspension compression stops will be allowed. Rear suspension must have a minimum of 1 inch of travel- measured at hitch.  
  
Air bags allowed. Compressor MUST BE disconnected if so equipped.

Factory equipped dually permitted- all 6 tires are limited to a maximum 8” of tread width. Dual rear wheels prohibited on single rear wheel trucks.

8500 lbs. max weight. Ballast can be added to truck but must be secured.  No hanging weights. Batteries may not be mounted further forward than radiator. Tech official has final say on ballast/ safety.  
  
   
   
**WORK STOCK DIESEL- 8500LBS**:

The WORK STOCK class is designed for daily-driven, on the road pickup trucks (full=bodied diesel pickup trucks). All work stock trucks must be capable of being street legal.

**WEIGHT:** 8500# weight with driver included.

**BALLAST:** Front weight bracket and suit case weights are permitted. No weight boxes. No weights in cab. Weights in bed must be secured. Weights may be no more than 60 inches forward of the centerline of the front axle. Loss of weight under green flag will result in disqualification.

**BATTERIES:** The batteries must be securely mounted. They may not be located in the driver’s compartment or forward of the radiator core support.

**BODY:** The body must be an OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan are mandatory.

**BRAKES:** Four-wheel hydraulic brakes are mandatory.

**CHASSIS:** the OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis etc. are prohibited.

**COOLING SYSTEM:** Radiators must be in the stock location and be of at least stock size. Block must circulate coolant freely- no hard-filled blocks allowed.

**CREDENTIALS:** All drivers must have a valid state driver’s license.

**DRIVELINE:** An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.

**DRIVERS RESTRAINT SYSTEM:** The OEM restraint system is mandatory and must be worn.

**DRIVESHAFT LOOPS:** All trucks must have at least six-inch-wide u-joint shields around the rear u-joint constructed of at least ¼ STEEL OR 3/8 ALUMINUM that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. All front shaft u-joints that are visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

Pullers will be allowed 2 grace hooks without safety hoops.

**ENGINE:** The engine is limited to a stock-appearing, OEM make-specific compression ignition engine. The engine is limited to any diesel engine available in a 1 ton or smaller pickup; i.e. transplanting a Cummins engine into a Ford is allowed. Individual runner (plenum) intakes are prohibited. Deck plates are prohibited. Electric water pumps allowed. Electric cooling fans allowed. All other accessories must be powered by factory belting.

**EXHAUST:** The exhaust must exit rearward of the driver compartment. Stacks exiting through the hood or fender well are prohibited. Two 3/8-inch diameter bolts must be installed through the exhaust pipe in a cross pattern within an inch of each other as close to the turbo as is practical.

**FUEL:** Fuel limited to #1 #2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. Use of any oxygen extenders prohibited.

**FUEL INJECTION PUMP:** The fuel injection pump is limited to a stock-appearing, OEM engine make-specific pump only. The use of multiple high-pressure common-rail fuel pumps are allowed. Power stroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged. No ag governors allowed.

**HITCH:** The hitch must be a receiver type hitch- frame mount or draw bar type hitch allowed. Hook point must be no closer than 44” of center line of rear axle. Maximum hitch height will be 26” and must have a minimum of a 3.75” x 3.0” opening to adequately accommodate sled hook. Hitch must be easily accessed and be stationary in all directions. No “trick” hitches permitted. Hitch or front draw bar attaching point must be frame mounted. Hitch must not exceed a maximum of 25-degree angle from pivot point to hook point. No hitch supports or adjusters, if fastened to rear axle housing, shall be above the center line of rear axle. Pivot pin of drawbar or any bracing can be no farther forward than center line of the rear axle.

**INTERIOR:** A complete interior including dashboard, door panels, etc. is mandatory. All factory controls (lights, signals, windows, wiper, etc.) must be retained and be operative. Must have two matching and fully upholstered front seats. The use of hand-throttle controls is prohibited. If vehicle is equipped with heavily tinted driver’s side window the window must be rolled down during the hook.

**REAR-END:** Non-OEM rear-end housings are prohibited. The rear end must have been an option on a one-ton or smaller pickup. Rear axle bolts must be covered by a cap or shield.

**STEERING:** The vehicle must retain the full, OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it were so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

**STREET EQUIPMENT:** Complete headlight and taillight assemblies are mandatory and must be operative- one headlight may be removed for air flow. Complete OEM windshields and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

**SUSPENSION FRONT:** The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened providing factory mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie-bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted.

**SUSPENSION REAR:** An OEM-style suspension is mandatory. Lowering or raising the vehicles height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt on only; welds are permitted for attachment to frame or axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. All rear suspensions must use at least one working shock absorber per wheel. Minimum 3 leaf springs per side. No suspension travel is necessary. Blocks may be bolt in only- blocks may not be welded to frame or axle.

**TIRES:** The tires must be DOT street tires with a max height of 35 inch. Cuts tires are prohibited. Factory equipped dually allowed with a maximum tread width of 8 inches(all).

**TRANSFER CASE:** Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pickup truck.

**TRANSMISSION AUTOMATIC:** Non-OEM transmissions are prohibited. Aftermarket converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory.

**TRANSMISSION MANUAL:** Non-OEM transmissions are prohibited. Aftermarket internal components are permitted.

**TURBOCHARGER:** S300 base turbos with T3 or T4 flange will be allowed with an inducer true bore (no bushing) of 2.6 limit, measured with a 2.65 plug with zero tolerance. 6.4-liter Ford Power Stroke engines may utilize the factory compound-turbo configuration. All stock appearing turbos are allowed.

**WATER INJECTION:** Water injection is prohibited. All system components must be unplugged or removed from the truck. Nitrous Oxide is prohibited along with other oxygen extenders and the use of Propane is prohibited. All system components must be unplugged or removed from the truck.

**WHEELBASE:** The vehicle must retain the original factory wheelbase and track width. OEM factory dual wheel vehicles are permitted with a maximum tread width per tire of 8 inch.

***Turbo will be checked on top 3 trucks at each event! It is the pullers responsibility to gain access to turbo for tech inspector.***

**HOT STOCK DIESEL- 8500 LBS**:  
  
**Weight:** 8500 lbs. Maximum, with driver.

**Driver Restraint System:** The OEM restraint system is mandatory and must be worn.

**Driveshaft Loops:** All trucks must have at least six-inch-wide u-joint shields around the rear u- joint constructed of at least 1/4-inch steel or 3/8-inch aluminum that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

Pullers will be allowed 2 grace hooks without drive shafts hoops.

**Ballast:** Ballast is permitted. Front weight bracket and suit case weights are permitted. Ballast may be added in the bed of the truck. Weights in bed must be secured. If used, ballast must be securely fastened to the vehicle. No weight boxes. No weights in cab. Weights may be no more than 60 inches forward of the centerline of the front axle. Loss of weight under green flag will result in disqualification. Final decisions on ballast rest with tech Officials.

**Batteries:** The batteries must be securely mounted. They may not be located in the driver compartment.

**Body:** The body must be an OEM truck body. The body must retain full sheet metal. Metal aftermarket hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. An unaltered factory installed pickup bed or unaltered commercial style aftermarket bed must be installed.

**Brakes:** Four-wheel hydraulic functional brakes are mandatory.

**Chassis:** The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited.

**Cooling System:** Radiators must be in the stock location and be of at least stock size and circulate coolant freely.

**Driveline:** An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.

**Inter coolers:** Factory style or aftermarket air-air coolers are permitted. Water-to-air coolers are prohibited. Any means of cooling the air before the engine, except the air to air cooler is prohibited.

**Engine:** The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Cubic inch limit of 444 CI. Blocks must circulate coolant freely. No hard-filled blocks. Individual runner (plenum) intakes are prohibited. Deck plates are prohibited. Electric water pumps allowed. Electric cooling fans allowed. All other accessories must be powered by factory belting.

**Exhaust:** The exhaust must exit reward of the driver’s compartment. Stacks exiting through the hood or fender well ware prohibited. If the muffler or catalytic converter have been changed from stock, two 3/8-inch diameter bolts, minimum grade 5, must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical.

**Fuel:** The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. NITROUS OXIDE is prohibited. The use of PROPANE is also prohibited. All system components MUST be disconnected from the truck.

**Fuel Injection Pump:** Maximum of one P7100 pump, limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps is allowed. Ford Power Stroke engine may utilize a second HPOP, Electronic fuel injection is permitted. Ag Governors are prohibited.

**Fuel System:** The OEM fuel tank or fuel cell may be used. Electric or mechanical lift pump(s) allowed.

**Harmonic Balancer:** All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.

**Hitch:** Hook point must be no closer than 44” of center line of rear axle. Maximum hitch height will be 26” and must have a minimum of a 3.75” x 3.0” opening to adequately accommodate sled hook. Hitch must be easily accessed and be stationary in all directions. No “trick” hitches permitted. Hitch or forward draw bar attaching point must be frame mounted and must be mounted center line of rear axle or behind. Hitch must not exceed a maximum of 25-degree angle from pivot point to hook point. No hitch supports or adjusters, if fastened to rear axle housing shall be above the center line of rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.

**Interior: I**nterior including dashboard, door panels, headliner, etc. is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted but must be fully upholstered. All factory controls (lights, signals, windows, wipers, etc.) must be retained and be fully functional. Hand throttles are prohibited.

**Street Equipment:** Headlight and taillight assemblies are mandatory and must be operative. A single headlight may be removed to allow increased airflow to the turbo. Complete OEM windshield and windows are mandatory. Windows must operate per factory specifications. They must open and close via OEM electrical or mechanical means.

**Rear End:** Non-OEM rear-end housings are prohibited. It must have been an option on a one- ton or smaller pick up.

**Steering:** The vehicle must retain the full, original OEM steering gear. The vehicle must retain the OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

**Suspension, Front:** The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. The final decision rests with MMTTPA Officials.

**Suspension, Rear:** An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted but must be bolt-on only. Welds are permitted for attachment to frame or axle housing. All OEM suspension mounting points must be retained and used. Sway bars, limit straps and camber kits are permitted. Solid suspension utilizing bolt-in blocks is permitted. They may not be welded solid. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors MUST be disconnected.

**Tires:** The tires must be DOT street tires with a maximum height of 35”. Cut tires are prohibited. Dual rear wheels are permitted on vehicles with factory dual rear wheel setup. All tires are limited to 8” of tread width.

**Transfer Case:** Non-OEM transfer cases are prohibited. It must have been an option on a one- ton or smaller pickup truck.

**Transmission:** Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Trans brakes are prohibited.

**Turbo:** Any style single or compound turbo is permitted with a limit of 2 turbos. Inducer bore of largest turbo is limited to no larger than 3.005” (76.327mm) and must be accessible for tech officials to measure using digital calipers. Final decision rests with tech officials.

**Water Injection:** Water methanol injection is permitted. Nitrous Oxide or use of Propane is prohibited. All system components must be disconnected from the truck.

**Wheelbase:** The vehicle must retain the original unaltered factory wheelbase and track width.

***Turbo will be checked on top 3 trucks at each event! It is the pullers responsibility to gain access to turbo for tech inspector.***

**UNLIMITED STREET DIESEL- 8500 lbs.**:  
  
Truck must be capable of being street legal. One functional headlight required. Mirrors and wipers not required. Must have one working brake light.  
  
Must have complete dash and driver’s seat. Complete floor board and bed floor mandatory. All windows must be installed and operable. Hood required.  
  
Engine, transmission, transfer case and axles must have been commercially available in a one ton or smaller truck.  
  
#1 #2 diesel fuel, water methanol and propane allowed.  
  
Nitrous oxide allowed- must have fire suit if running nitrous.  
  
Fuel cells allowed- must be mounted securely in bed or to frame.  
  
Any turbo charger set up allowed.  
  
Aftermarket intake manifolds allowed- individual runner, side draft etc.  
  
Air to Air intercoolers only.  
  
Trans brakes allowed.  
  
Hood stacks allowed.  
  
Hanging weights allowed but must not extend beyond 60’’ from centerline of front axle.  
  
Solid rear suspension utilizing bolt-in blocks is permitted. They may not be welded solid. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors MUST be disconnected.  
  
DOT tires only- 35’’ max diameter. Dual rear wheels allowed.  
  
Hitch- Hook point must be no closer than 44” of center line of rear axle. Maximum hitch height will be 26” and must have a minimum of a 3.75” x 3.0” opening to adequately accommodate sled hook. Hitch must be easily accessed and be stationary in all directions. No “trick” hitches permitted. Hitch must be frame mounted and must be mounted center line of rear axle or behind. Hitch must not exceed a maximum of 25-degree angle from pivot point to hook point. No hitch supports or adjusters, if fastened to rear axle housing shall be above the center line of rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.   
  
Drive shaft safety hoops encouraged.

8500 lbs. max. Ballast may be added to truck but must be secured.

**2018 GAS CLASS RULES-** ALL GENERAL RULES APPLY

**STREET STOCK GAS- 7000LBS**

**WEIGHT:** 7000# weight with driver included.

**BALLAST:** Ballast may be added in bed only and must be secured.No weights in cab. Front bumper must be mounted in factory location. No loaded front bumpers, winches or added weight. Push bars(tubes) must be hollow- no filling tubes or bumper.

**BATTERIES:** The batteries must be securely mounted. They may not be located in the driver’s compartment or forward of the radiator core support.

**BODY:** The body must be an OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan are mandatory. Front bumper must be mounted in factory location.

**BRAKES:** Four-wheel hydraulic brakes are mandatory.

**CHASSIS:** the OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis etc. are prohibited.

**COOLING SYSTEM:** Radiators must be in the stock location and be of at least stock size. Electric water pumps and electric fans permitted.

**DRIVELINE:** An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.

**DRIVERS RESTRAINT SYSTEM:** The OEM restraint system is mandatory and must be worn.

**DRIVESHAFT LOOPS:** All trucks must have at least six-inch-wide u-joint shields around the rear u-joint constructed of at least ¼ STEEL OR 3/8 ALUMINUM that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. All front shaft u-joints that are visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft. Minimum of one safety loop or chain must be used on rear shaft located after the front yoke of shaft and the center of drive shaft.

*Pullers will be allowed 2 grace hooks without drive shafts hoops.*

**ENGINE:** Engine must have been commercially available in a one ton or smaller truck- factory blocks only. Cast iron OEM cylinder heads only unless factory equipped with aluminum heads. Limited to 2 visible engine modifications only- carb, intake manifold, headers, ignition system. All vehicles must be capable of pulling 15” of vacuum at 1000rpm (+/- 50rpm). Vacuum will be checked at carburetor or intake manifold port at tech official’s discretion. **No vacuum pumps or timing control devices permitted**. All vehicles will be checked during tech inspection and after pull is made- no adjustments may be made after pull. In the event and engine can’t pull vacuum after making hook, the puller will be allowed a 15-minute cool down. Hood must remain open and **NO MODIFICATIONS OR ADJUSTMENTS CAN BE MADE!** If engine can’t pull vacuum after cool down the puller will be disqualified and no distance shall be awarded.

**EXHAUST:** Exhaust must exit past cab- no open headers. In frame headers only.

**FUEL SYSTEM:** Pump gas only- no race fuel or alcohol. No E85. Electric fuel pumps permitted. Fuel cells permitted in bed only.

**HITCH:** The hitch must be a receiver-style hitch, solid mounted, not adjustable in any direction. No bracing forward of rear axle. No bracing, supports or adjusters to axle will be permitted. Hook point must be no closer than 42” of center line of rear axle. Maximum hitch height will be 26” for 4wd trucks and 28” for 2wd.

**INTERIOR:** A complete interior, including dashboard, door panels, headliner, etc. is mandatory. All factory controls (lights, signals, horn, windows, wiper, etc.) must be retained and be operative. The use of hand-throttle controls is prohibited. Must have 2 matching front seats- must be upholstered. Driver’s seat restraint must be operable and worn during pull.

**REAR-END:** Non-OEM rear-end housings are prohibited. The rear end must have been an option on a one-ton or smaller pickup. Rear axle bolts must be covered by a cap or shield.

**STEERING:** The vehicle must retain the full, OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it were so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

**STREET EQUIPMENT:** Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshields and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

**SUSPENSION FRONT:** The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened providing factory mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie-bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted.

**SUSPENSION REAR:** An OEM-style suspension is mandatory. Lowering or raising the vehicles height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt on only; welds are permitted for attachment to frame or axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. All rear suspensions must use at least one working shock absorber per wheel. Minimum 3 leaf springs per side. Rear suspension may be blocked- bolt in only.

**TIRES:** Max tire height 35 inch.The tires must be DOT street tires. Cuts are prohibited.

**TRANSFER CASE:** Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pickup truck.

**TRANSMISSION AUTOMATIC:** Non-OEM transmissions are prohibited. Aftermarket converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory.

**TRANSMISSION MANUAL:** Non-OEM transmissions are prohibited. Aftermarket internal components are permitted.

**WHEELBASE:** The vehicle must retain the original factory wheelbase and track width. Dual rear wheels are permitted on vehicles with factory dual rear wheel setup. All tires are limited to 8” of tread width.

**HOT STOCK GAS 6200LBS**

**WEIGHT:** 6200# weight with driver included.

**BALLAST:** Ballast permitted- must be secured.No weights in cab. No hanging weights or weight boxes.

**BATTERIES:** The batteries must be securely mounted. They may not be located in the driver’s compartment or forward of the radiator core support.

**BODY:** The body must be an OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan are mandatory.

**BRAKES:** Four-wheel hydraulic brakes are mandatory.

**CHASSIS:** the OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis etc. are prohibited.

**COOLING SYSTEM:** Radiators must be in the stock location and be of at least stock size. Electric water pumps and electric fans permitted.

**DRIVELINE:** An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.

**DRIVERS RESTRAINT SYSTEM:** The OEM restraint system is mandatory and must be worn.

**DRIVESHAFT LOOPS:** All trucks must have at least six-inch-wide u-joint shields around the rear u-joint constructed of at least ¼ STEEL OR 3/8 ALUMINUM that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. All front shaft u-joints that are visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft. Minimum of one safety loop or chain must be used on rear shaft located after the front yoke of shaft and the center of drive shaft.

*Pullers will be allowed 2 grace hooks without drive shafts hoops.*

**ENGINE:** Naturally aspirated gasoline engines only. Cast iron factory block only- No aftermarket or aluminum blocks permitted. Limited to a single 4150 carb only- no dominators. Cast iron or aluminum heads allowed. Must be conventional type heads- stock valve angle. Sheet metal intakes prohibited.

**EXHAUST:** Open headers permitted- in frame only.

**FUEL SYSTEM:** Fuel cells permitted in bed only. Race gas permitted. No alcohol or nitro.

**HITCH:** Adjustable draw bar hitches prohibited. The hitch must be a receiver-style hitch, solid mounted, not adjustable in any direction. No bracing forward of rear axle. No bracing, supports or adjusters to axle will be permitted. Hook point must be no closer than 42” of center line of rear axle. Maximum hitch height will be 26” for 4wd trucks and 28” for 2wd.

**INTERIOR:** A complete interior, including dashboard, door panels, headliner, etc. is mandatory. All factory controls (lights, signals, horn, windows, wiper, etc.) must be retained and be operative. The use of hand-throttle controls is prohibited. Must have 2 matching front seats- must be upholstered. Driver’s seat restraint must be operable and worn during pull.

**REAR-END:** Non-OEM rear-end housings are prohibited. The rear end must have been an option on a one-ton or smaller pickup. Rear axle bolts must be covered by a cap or shield.

**STEERING:** The vehicle must retain the full, OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it were so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

**STREET EQUIPMENT:** Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshields and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

**SUSPENSION FRONT:** The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened providing factory mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie-bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted.

**SUSPENSION REAR:** An OEM-style suspension is mandatory. Lowering or raising the vehicles height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt on only; welds are permitted for attachment to frame or axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. All rear suspensions must use at least one working shock absorber per wheel. Minimum 3 leaf springs per side. Rear suspension may be blocked- bolt in only.

**TIRES:** Max tire height 35 inch.The tires must be DOT street tires. Cuts are prohibited.

**TRANSFER CASE:** Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pickup truck.

**TRANSMISSION AUTOMATIC:** Non-OEM transmissions are prohibited. Aftermarket converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. SFI blanket type shield or scatter proof floor shields must be used. 2 grace hooks allowed without blanket/ shields.

**TRANSMISSION MANUAL:** Non-OEM transmissions are prohibited. Aftermarket internal components are permitted. SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used. 2 grace hooks allowed without bell housing/blanket.

**WHEELBASE:** The vehicle must retain the original factory wheelbase and track width. Dual rear wheels are prohibited.

**KILL SWITCH:** Functional kill switch recommended- mandatory starting 2019 season. Switch must shut off power to ignition as well as fuel pump if using an electric pump.

**OPEN GAS 6200LBS:**

Limited to single gasoline engines only.

Dot tires only.

Max hitch height 26 inch.

Weight boxes and hanging weights permitted. Weights may be no more than 60 inches forward of the centerline of the front axle.

LinCo Diesel Performance *Motorsports* llc  Troy, MO